

(No Model.)

H. A. GOUGE.
CAR VENTILATOR.

No. 262,662.

Patented Aug. 15, 1882.

Fig. 1.

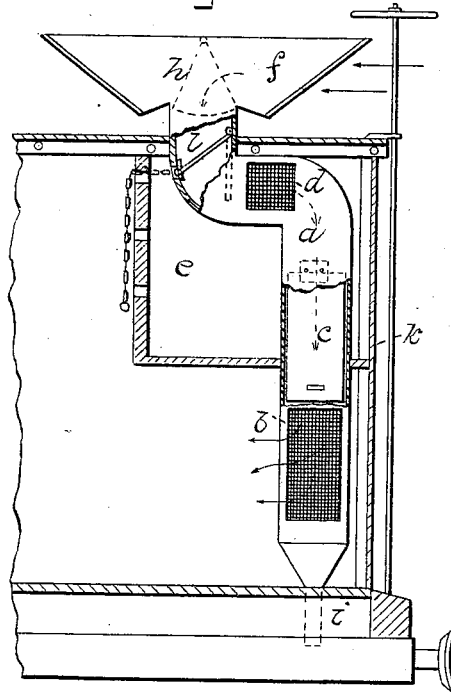
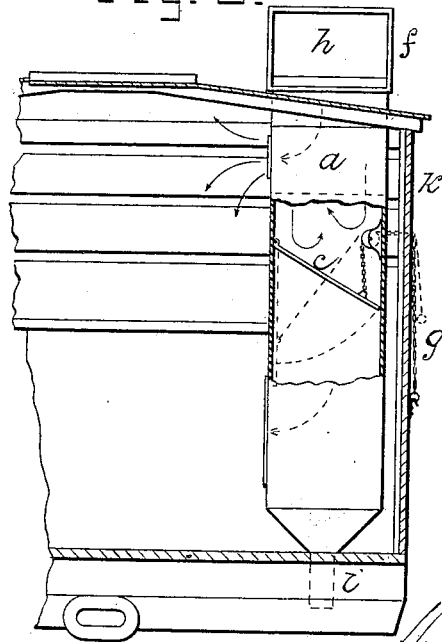


Fig. 2.



WITNESSES:

H. F. H.
George B. Fiddart

INVENTOR:

Henry A. Gouge

UNITED STATES PATENT OFFICE.

HENRY A. GOUGE, OF NEW ROCHELLE, ASSIGNOR TO THE GOUGE HEATING AND VENTILATING COMPANY, OF NEW YORK, N. Y.

CAR-VENTILATOR.

SPECIFICATION forming part of Letters Patent No. 262,662, dated August 15, 1882.

Application filed April 11, 1882. (No model.)

To all whom it may concern:

Be it known that I, HENRY A. GOUGE, of New Rochelle, in the county of Westchester and State of New York, have invented a new and useful Improvement in Car-Ventilators; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings.

My invention consists in constructing an inlet-pipe for the admission of fresh air into a car in such manner that a large supply of fresh air may be furnished at or near the bottom of the car; or a small supply may be furnished to an ice-box or other cooling-chamber placed at or near the top of the car, as may be desired.

In the drawings, Figure 1 is a longitudinal sectional view of one end of a car and of the ice-box, the inlet-pipe *a* being shown in elevation, with portions broken away to show the positions of the dampers *c* and *l*. Fig. 2 is a transverse sectional view of a portion of one end of a car, the inlet-pipe being shown in elevation and broken away to show the lower damper, *c*, when closed.

The inlet-pipe is placed at one end of the car, and has an opening, *b*, near the bottom of the car. Above this opening there is a damper, *c*, operated by a chain, *g*, Fig. 2. The inlet-pipe has an opening near the top of the car at *d*, Fig. 1, to allow the air to pass into the ice-box *e*, and a damper, *l*, above the opening *d*. The inlet-pipe, as heretofore, is constructed with a hood, *f*, Fig. 1, and a swinging valve, *h*, therein, for the admission of air, and also has the outlet *i* at the bottom for the discharge

of dust and cinders when the car is in motion and to admit air when the car is at rest.

When it is desired to have a full supply of fresh air the damper *c* is left open, and the air passes through the inlet-pipe *a* and the opening *b* into the bottom of the car. When the full supply is not needed and a smaller quantity of cooled air is desired the damper *c* is drawn to by the chain *g*, and the air passes from the inlet-pipe through the opening *d* into the ice-box or cooling-chamber *e*.

The damper *l* may be used to shut off the outer air from the inlet-pipe in severely-cold weather, and thus avoid possible injury to the contents of the car.

What I claim, and desire to secure by Letters Patent, is—

1. In a car-ventilating apparatus, an inlet-pipe having a large opening below to discharge fresh air into the car, a damper to control the supply of air to this large opening, and a small opening above to supply air to an ice-box or other cooling-chamber, the whole constructed and arranged substantially as described.

2. In a car-ventilating apparatus, an inlet-pipe having a large opening below to discharge fresh air into the car, a damper controlling the supply of air to this large opening, a small opening above to supply air to an ice-box or cooling-chamber, and a damper controlling the supply of air to the inlet-pipe, the whole constructed and arranged substantially as described.

HENRY A. GOUGE.

Witnesses:

H. FOX,

GEORGE B. STODDART.